

Virginia Railway Express: State of the Railroad



Brief to Rail Advisory Board

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The logo for the Virginia Railway Express (VRE) is located in the top left corner. It features a red diamond shape with a white border, containing the letters 'VRE' in blue. To the left of the diamond are two overlapping squares, one yellow and one red, with a black vertical line passing through them.

Agenda

- Presentation will provide information on Virginia Railway Express:
 - Ridership Trends
 - On-time performance (OTP)
 - Strategies to improve both

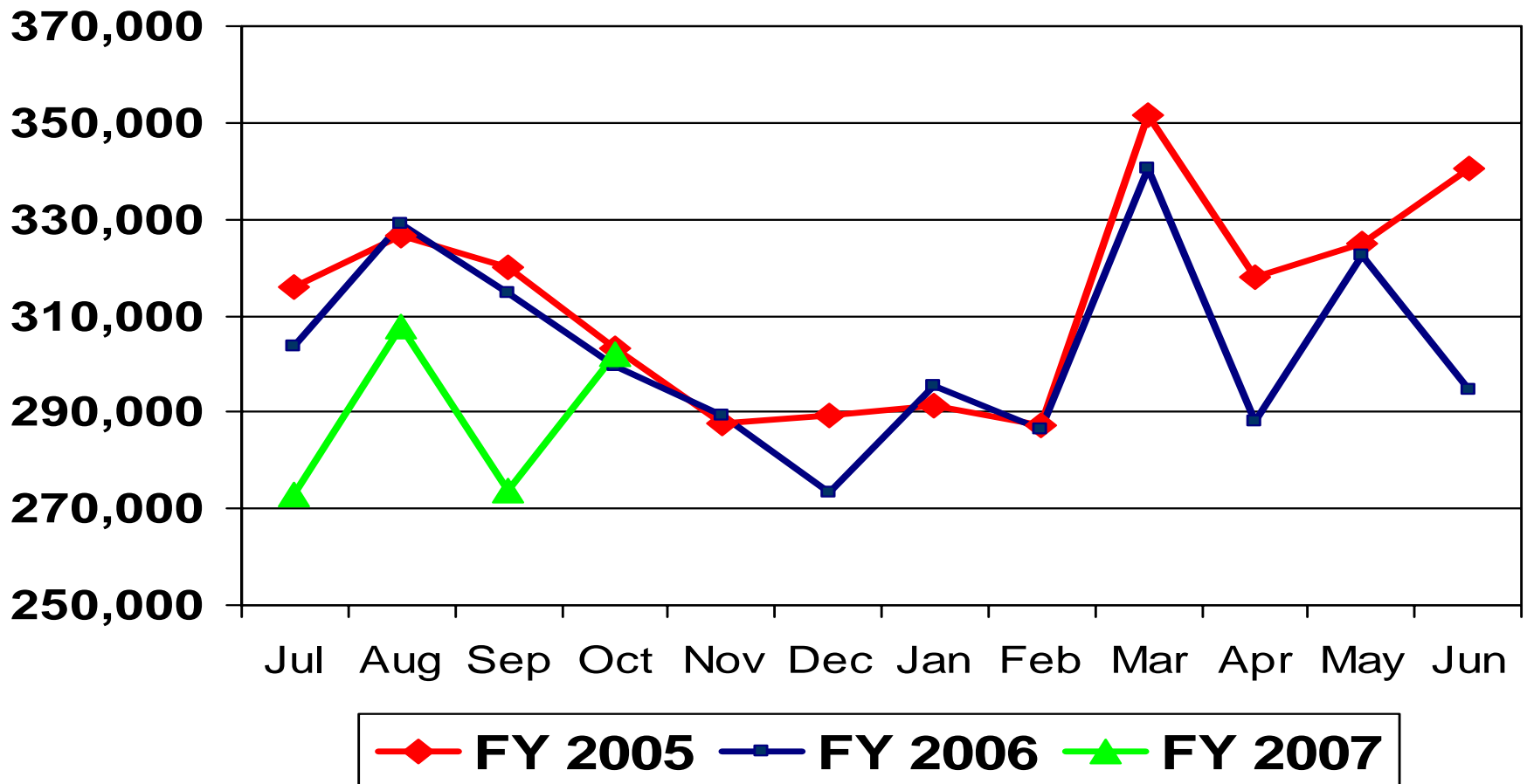


Where are we?

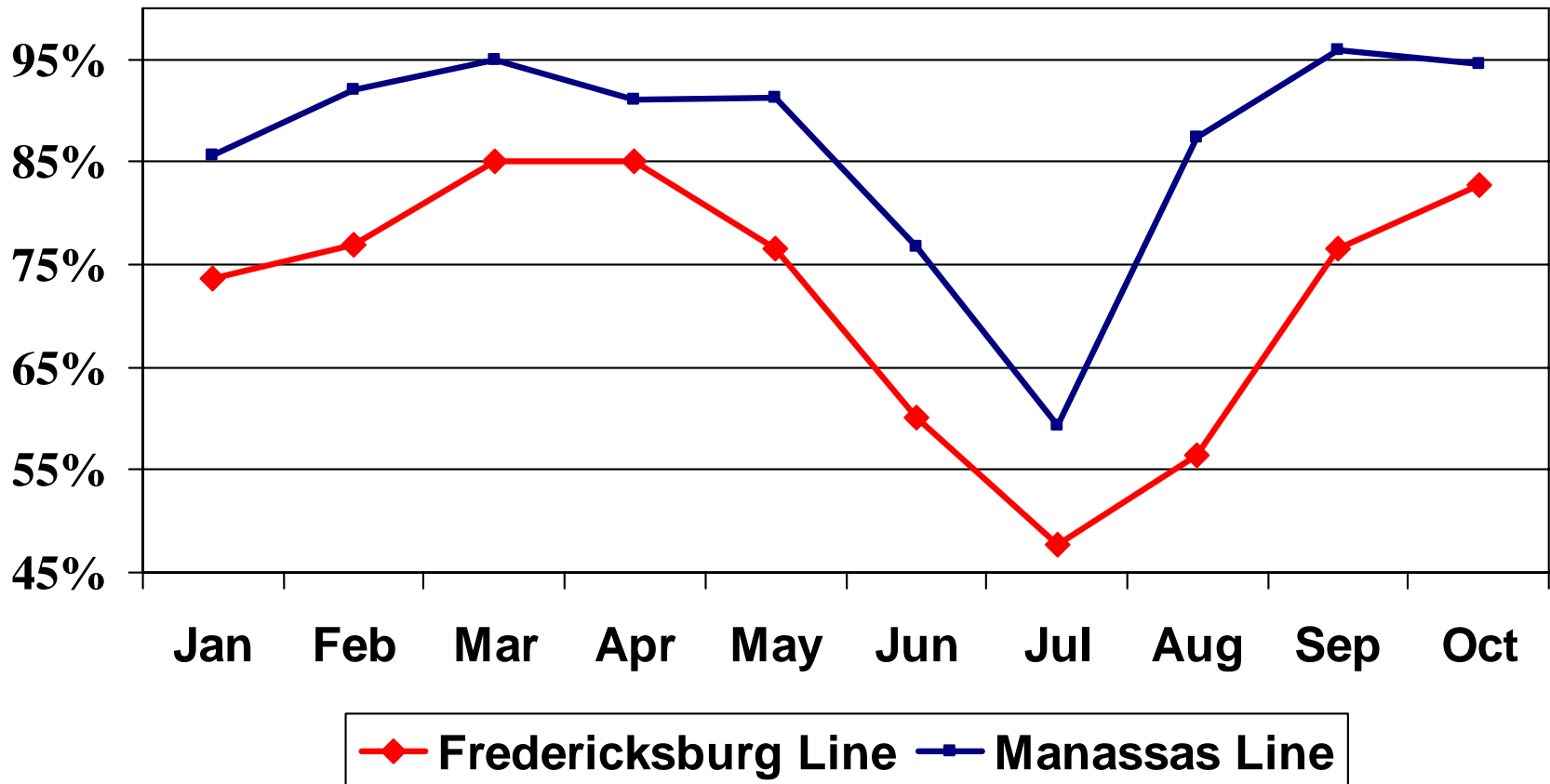
- VRE experienced double digit growth annually for over five years
- Majority of parking lots were over 100% full and ridership was still growing
- Now - riders frustrated with:
 - Late trains – poor OTP
 - Increasing fares
 - Service cutbacks



Monthly Gross Ridership

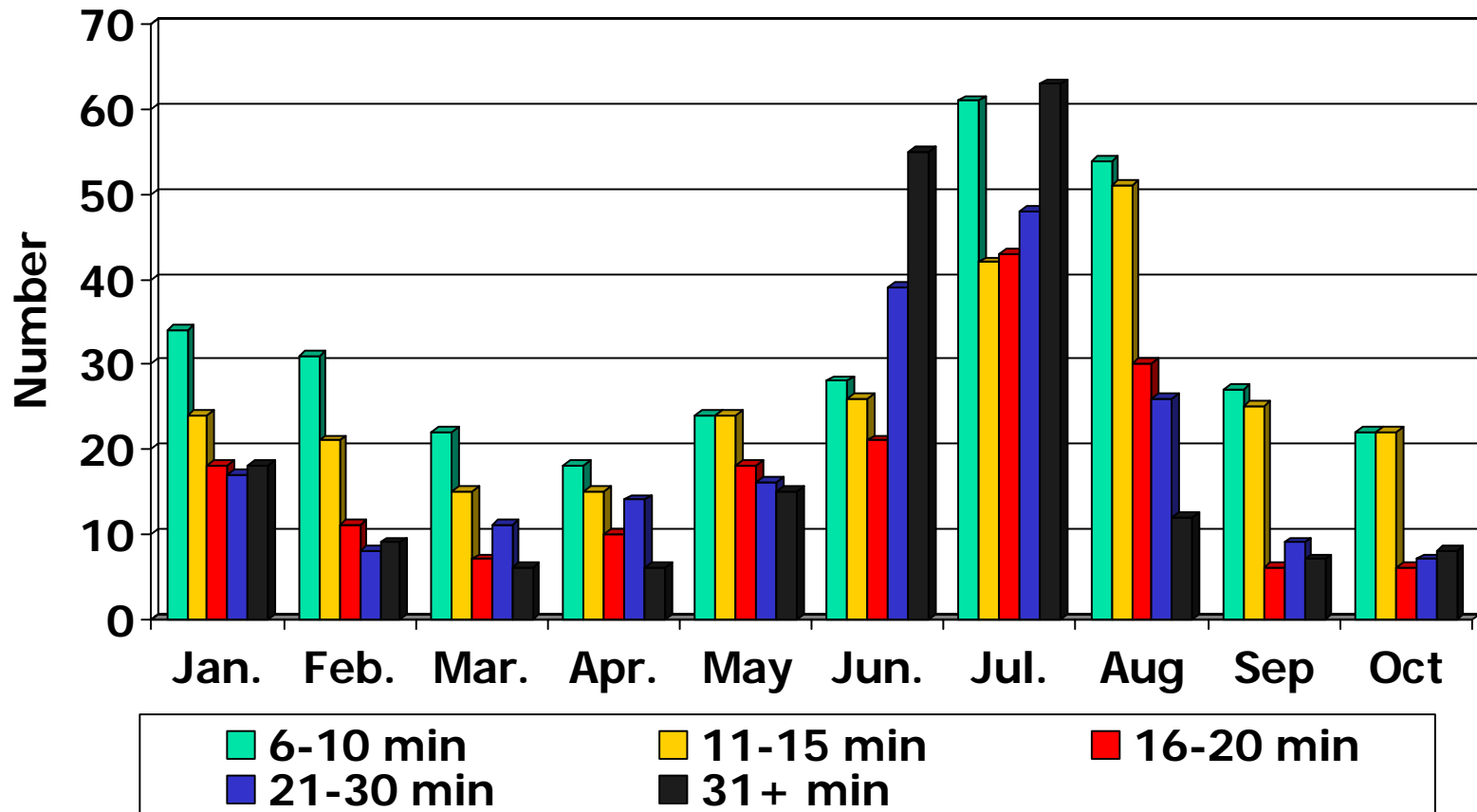


On-Time Performance January – October 2006



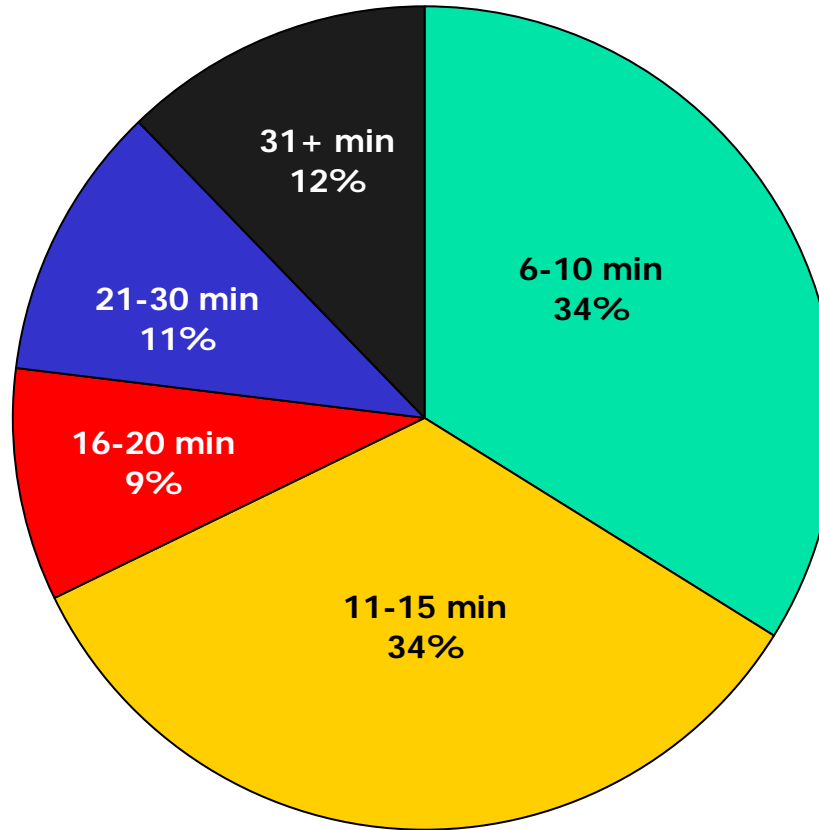


Length of Delays



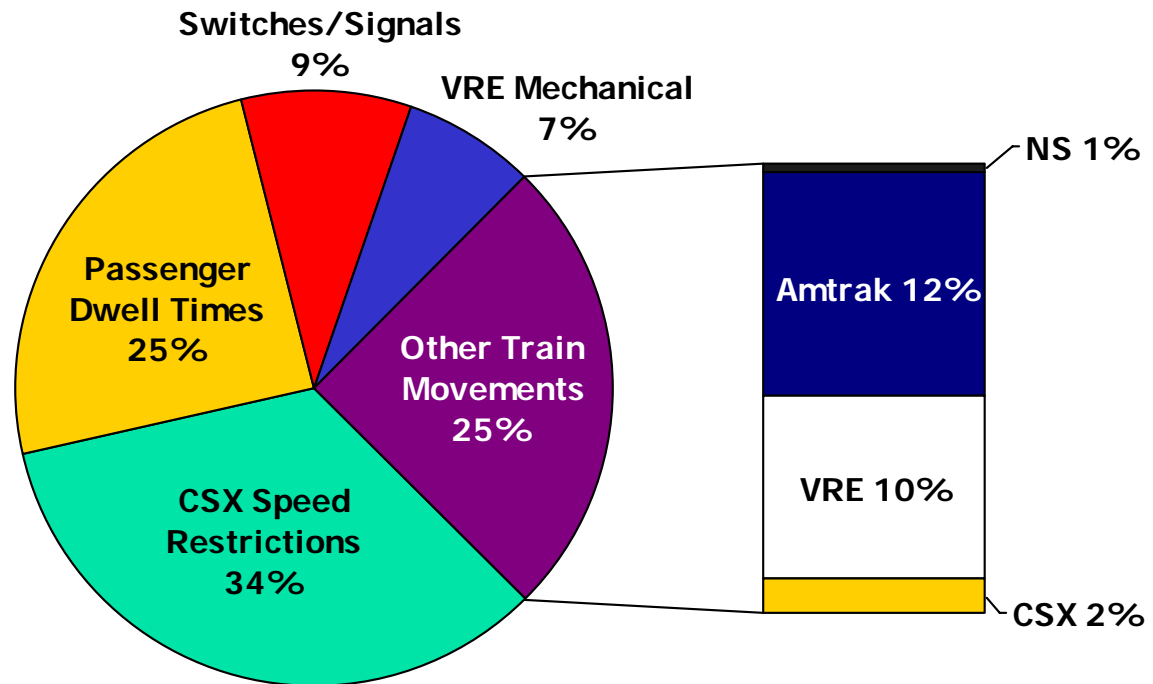


Length of Delays in October





Causes of Delay in October





Monthly Statistics

Month	July	Aug	Sep	Oct
System wide				
Total delays	287	176	74	65
Average length of delay	25.5	16	15.4	16
Number over 30 minutes	78	16	8	8
On-Time Performance	53.9%	73.6%	87.2%	89.3%
Fredericksburg Line				
Total delays	146	130	61	47
Average length of delay	28.7	16.4	15.5	16.9
Number over 30 minutes	47	11	7	7
On-Time Performance	47.7%	56.5%	76.5%	82.8%
Manassas Line				
Total delays	141	46	13	18
Average length of delay	22	15	15.3	13.7
Number over 30 minutes	31	5	1	1
On-Time Performance	59.4%	87.5%	95.9%	94.6%



Reasons for Delays – July/Aug

■ Record Breaking Rain

- June wettest on record
- Cancelled one day of service – “S” schedule for 2 days
- Flood restrictions – wash-outs and fallen trees
- 66% of trains delayed due to 4 days with flood restrictions

■ Record Breaking Heat - July

- CSX heat restriction threshold changed from 90 to 85 degrees
- 61% of Fredericksburg trains delayed due to heat restrictions between June 15 and July 31



Reasons for Delays - Operations

- Dispatching
 - Heavy turnover in Jacksonville
 - Loss of experienced dispatchers
- Signals/Switches
 - Degradation due to disruption from tie replacement program
 - Maintenance problems



Reasons for Delays - Congestion

- Work on the railroad causes delays
 - Experienced on CSX and NS
 - Incurred delays for two summers due to tie replacement projects
 - Will continue to incur heat restriction in future
- No capacity available on two track railroad – need third track on Fredericksburg line



Managing Expectations

*Excuses don't explain and
explanations don't excuse*



Approach to Improvements

- OTP on CSX and NS
- Equipment
- Communications



Tasks Completed – Railroads

■ Outreach

- Met with CSX COO and NS Executive VP for Operations
- Both committed to improving VRE operations
- Significant changes initiated



Changes Underway – Railroads

- Changes - Dispatching
 - Division managers watching VRE territory
 - CSX/NS trainmasters being required to ride VRE trains
 - Consideration of moving CSX dispatching to Baltimore
- Changes – Signals/Switches
 - Maintainers at key locations
 - Experts reviewing maintenance of key switches/signals
 - Getting written report or phone call on all major outages
- Changes – Schedule
 - Worked with CSX, NS and Amtrak to update timetable
 - Added/changed time on schedules – went in affect October 30th



Next Steps - Railroads

- Rail projects take time and cause delays
 - Like trying to do roadwork on I-95 during rush hour
 - Must continue to manage delays as projects completed
- Key projects within next year
 - Completion of tie program on CSX
 - Quantico Bridge
 - Third track and storage track at L'Enfant



Changes Underway - Equipment



- Seven percent of delays in October were caused by equipment failures - can be lengthy delays
- Efforts underway
 - Railcar maintenance being moved to VRE yards
 - Locomotive overhaul program underway
 - New cab cars begin service in January, 2007
 - 50 new railcars coming on-line beginning in December, 2007
 - Need new funding for locomotives



Seeing Results

- OTP for October 2006
 - Fredericksburg – 82.3% (July was 47.7%)
 - Manassas – 94.6% (July was 59.4%)
 - System – 89.3% (July was 53.5%)
- Only ten out of 65 delays over 30 minutes
- Average length of delay
- Number of delays down from 287 in July to 65 in October

The VRE logo is a red diamond with a white border, containing the letters 'VRE' in blue. It is positioned to the left of the title 'What We Can Expect', which is written in a large, blue, serif font. A horizontal line extends from the end of the title across the slide.

What We Can Expect

- OTP will continue to improve – railroads have made a commitment
- Promoting VRE brand identity – Ad campaign launched October 9th
- Public Forum held on October 18th
- Changed timetable on October 30th to improve OTP

Questions?

